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Date 25 April 1950

Department of the Navy  
Chief of Naval Operations (Op-32)

SOVIET INTELLIGENCE SUMMARY

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INTELLIGENCE DEVELOPMENTS

There is very strong evidence that a minimum of six fighter air regiments in the Soviet Zone of Germany have been equipped with jet type aircraft. A minimum of 143 jet planes were observed during the last week of February, which probably represents less than one-half of the total number available in the area.

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Considerable information is now available concerning a Soviet submarine overhaul or modernization program in the Far East.

Mobile activity in the Soviet Far East during the first two weeks of March 1950 appeared to be at a rather high unseasonable level.

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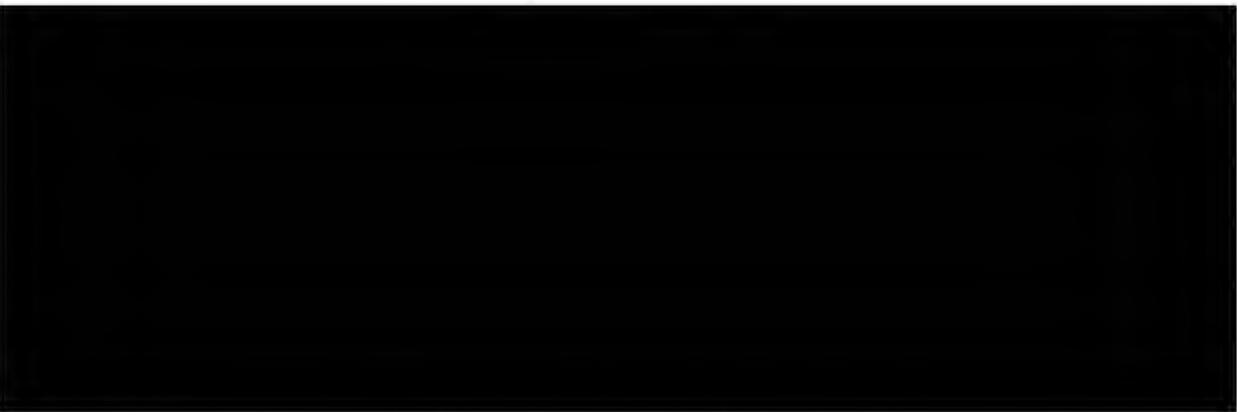
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2. REFIT OR MODERNIZATION OF SOVIET FAR EASTERN SUBMARINES - - - Page 7

Considerable information is now available concerning a Soviet submarine overhaul or modernization program in the Far East. By early 1950 work had been completed at Sovetskaya Gavan on four SHCH Class submarines, the SHCH-117, SHCH-118, SHCH-119, and SHCH-120, and there were indications that additional SHCH class units were scheduled for similar work. It is possible that the recently identified "S" Class and "B" type submarines in the Soviet Baltic and Black Sea Fleets are redesignated units that have undergone refit or modernization.

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2. REFIT OR MODERNIZATION OF SOVIET FAR EASTERN SUBMARINES

Recent redesignation of several Soviet submarines in the Baltic and Black Sea Fleets has raised the possibility that these submarines have been modernized or extensively refitted prior to being re-named. Although the purpose and extent of the re-naming program cannot be determined, it is logical that the Soviets should be undertaking a modernization or major overhaul program throughout their submarine fleets. A large percentage of the Soviet submarine force was originally built between 1935 and 1940 and all of these units are now on the verge of becoming obsolescent. Since no major post-war submarine building program is believed to have been initiated in the Soviet Union, a modernization program for existing units would seem to be mandatory.

There are meager and indirect indications that the recently identified "S" Class and "B" type submarines in the Soviet Baltic and Black Sea Fleets are redesignated units that have undergone refit or modernization. However, there is now available considerable information on an overhaul or modernization program in the Soviet Far East. By early

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1950 work had been completed at Sovetskaya Gavan on four SICH Class submarines, and there were indications that additional SICH Class units were scheduled for similar work. There is also some evidence to suggest that a similar program may be underway at the Soviet shipyard in Vladivostok.

The submarines which completed overhaul or modernization by December 1949 or January 1950 were the SHCH-117, SHCH-118, SHCH-119, and SHCH-120. Although the full extent of this work cannot be determined, it is known that approximately 18 months were required to accomplish the work on these units more or less simultaneously and that each of them spent about eight months in drydock during the course of the work. Specific tasks included major repair or replacement of diesel engines, electric motors, batteries, electric wiring, and other components. [redacted] pertaining to these projects referred to the work as "modernization" in two instances, and there is reason to believe that the Soviets attach the same meaning to this word as does the U.S. Navy.

Information available on the designation of these four units following their refit or modernization, however, provides no basis for removing them from the SHCH Class. Moreover, it is doubtful that anything other than a sighting of one of these four units will reveal what designation they are now operating under.

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[REDACTED]

In general,  
it appears that this yard (a) was probably first established early in 1943, (b) has no drydock facilities of its own but utilizes drydock space in an adjacent Merchant Fleet shipyard, (c) undertook the repair or modernization of these four submarines as its first major production project, (d) does not yet have adequate shop facilities for independent completion of major projects, and (e) is undergoing expansion of facilities in order to accomplish further projects of this nature.

### 3. SOVIET FAR EASTERN NAVAL OPERATIONS

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[REDACTED] mobile activity in the 5th Fleet area was at a rather high unseasonable level throughout the period. Activity consisted of: (a) submarine operations in group or division training tasks in the Vladivostok, Vladimir Olga, and Port Arthur areas, (b) operational training by a small contingent of Light Forces units of the 5th and 7th Fleets in the Vladivostok area, (c) independent operations of the Offshore Defense Forces, and

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[REDACTED] Further analysis reveals that the 5th Fleet defense problem that was previously thought to have continued through 9 March was terminated at the end of February and the activities described herein appear to have been unrelated to the problem (see SIS

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50-12 and 50-14). Mobile activity in the 7th Fleet area was at a low level throughout the period.

Submarine activity in the Vladivostok-Vladimir Olga Bay areas increased substantially, particularly during the first week of March. Submarines attached to Submarine Squadron One at Vladivostok exercised intermittently during the period and engaged in a variety of training tasks. The exercises, apparently routine in nature, occurred generally during daylight hours and were completed within a day's period. Approximately 10 submarines were identified as operational during the two week period.

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The Heavy Cruiser KALININ and a 5th Fleet destroyer were operational in the Vladivostok area from 1 to 3 March. Both vessels were participants in the defense problem in the Askold-Puyatin Island area 27 to 28 February and were apparently returning to Vladivostok (see SIS 50-14).

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A destroyer and destroyer escort attached to the 7th Fleet and a

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5th Fleet minesweeper were engaged in undetermined type operations in the Vladivostok general area on 7 March. [REDACTED] the

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7th Fleet destroyer was one of the group of four 7th Fleet destroyers previously reported to have arrived Nikolaevsk from Khabarovsk early in October 1949 and to have subsequently proceeded to Vladivostok (see SIS 49-46). It is now considered possible that these destroyers may have gone from Komsomolsk to Nikolaevsk rather than from Khabarovsk. While it is possible that these were units of the 30 HIS destroyer construction program proceeding to Vladivostok for fitting out, there is no evidence [REDACTED] of any units having been completed at Komsomolsk at the time. It is therefore still considered possible that these were ex-Japanese units.

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[REDACTED] a group of four minor units engaged in routine independent operations throughout the week of 8 to 14 March, and one minesweeper operated in the Vladimir Olga Bay area 8 to 9 March [REDACTED]

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In the Port

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Arthur area two minesweepers were operational on 11 March [REDACTED]

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[REDACTED]

In the 7th Fleet area Minesweeper T-334 appeared to be proceeding from Korsakov to Petropavlovsk with stopovers possibly scheduled at ports in the northern Kuriles.

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[REDACTED] an official or party of the Far Eastern Military District was on board the minesweeper, possibly on an inspection tour.

The principal operations of the Fleet Air Forces in the area consisted of training flights by reconnaissance aircraft based at Sofiysk in the 7th Fleet area and activity of mine and torpedo planes based at Nikolaevka, Romanovka and Novonezhino in the 5th Fleet area.

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[REDACTED]

There was an increased amount of authentic radar tracking performed by radar stations in the 5th Fleet area during the first four days of March. As no U.S. aircraft are known to have been in flight near Soviet territory during this period, it was estimated that the radar tracking reports involved Soviet planes whose operations had not been reported to the radar stations, either deliberately or through omission.

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INTELLIGENCE BRIEFS

I. Activity of 15th Air Army Bomber Division at Kaliningrad:

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A total of 93 aircraft from three air regiments of the division were observed during the period. These planes were carrying out training involving landing practice and bombing. The 15th Air Army Headquarters is at Riga, in the center of Latvia.

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NSA Information [redacted] indicates that the 3rd Guards Bomber Division of the 15th Air Army was located in the vicinity of Kaliningrad during 1948, including its subordinate 119th, 122nd, and 123rd Guards Bomber Air Regiments. [redacted]

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[redacted] the 4th Fleet Air Force had concentrated about 60 percent of its strength around Kaliningrad during 1949 and that the probable mission of that force would be concerned with defense of nearby installations and air coverage of the South Baltic (see SIS 50-9). The bomber division of the 15th Air Army in the Kaliningrad area provides obvious augmentation to the strength of the 4th Fleet Air Force in the accomplishment of its missions.

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2. Transport Air Units in Soviet 4th Fleet Air Force:

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Transport air units have not been noted previously in the 4th Fleet Air Force, although it is probable that at least one such unit must have existed inasmuch as all Soviet Fleet Air Forces are believed to have air transport components (see SIS 50-9 for Order of Battle of 4th Fleet Air Force).

3. New Air Division in Soviet 5th Fleet:

[REDACTED] new air division was activated in the Soviet 5th Fleet Air Force in the Far East during the first week of April 1950.

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[REDACTED]

If the existence  
of this air division is ultimately confirmed, the size of the  
5th Fleet Air Force will be raised from four to five combat air  
divisions.